Tuesday, May 2, 2000 and Wednesday, May 3, 2000

– Tryon Road at Crescent Green – local detectors

Background: Our next test of data collection in 2000 was along Tryon Road, an urban arterial highway in southwestern Wake County, at the intersection with Crescent Green, which is a local street that provides access to various commercial lands in Cary. Tryon Road runs more or less east and west, while Crescent Green enters the intersection from the south. This is a T-intersection and there is no roadway approaching from the north. Tryon Road has a posted 45-MPH speed limit at this location, while Crescent Green has the default 35-MPH speed limit within the Cary town limits.

This intersection is an isolated intersection, with all three signalized approaches under full actuation. This intersection was selected because the T-configuration limited the number of detectors required for phase calls, which maximized the number of remaining NEMA phases that could be assigned for counting purposes. In addition, the loop site characteristics (consecutive loops along multiple through lanes) were of interest to the project team.

Eastbound Tryon Road (from Regency Parkway) approaches the intersection with three through lanes, while westbound Tryon Road (from Kildaire Farm Road) approaches the intersection with two through lanes. Both directions have stretch and near loops (6’ x 6’) in each lane. As was the case for the Falls of Neuse site, the stretch loops are 300 feet from the stop bar (detector extend time of 1.75 seconds) while the intersection loops are 90 feet from the stop bar. In addition, a passage/gap time of two seconds is provided for both through phases along Tryon Road. All adjacent loops are wired to a common detector channel (i.e., the three eastbound stretch loops are wired together, the three eastbound intersection loops are wired together, etc.).